

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 "POWAN" 2,338 " " " W. A. Valentine.
 "FATSHAN" 2,350 " " " R. D. Thomas.
 "HANKOW" 3,073 " " " C. V. Lloyd.
 "KINSHAN" 2,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Saloon, are the largest and fastest on the River. Special attention is drawn to their Superior Mails and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 8 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
 "NANNING" 569 " " " C. Burchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

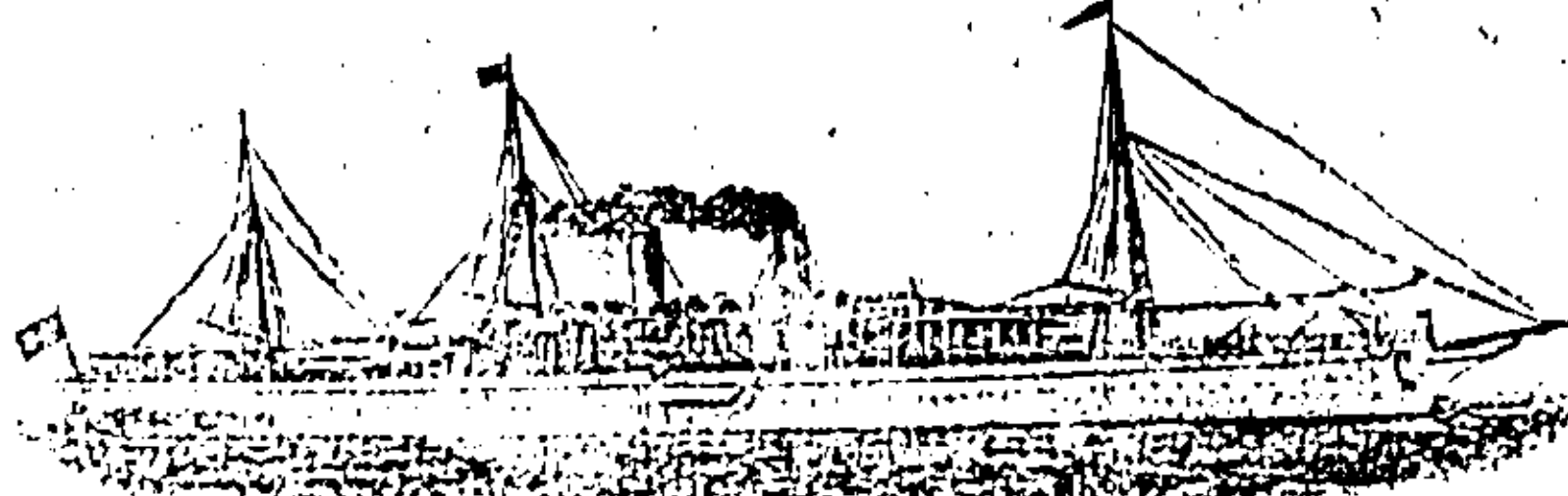
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Manilla, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 18th June, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11
"EMPEROR OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPEROR OF INDIA"	6,000	WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class \$140.00. 2nd Class \$80.00.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail \$40.00.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Blake Pier. [13]

Hongkong, 29th June, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
 Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

BAM WANG CO.
 Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" Tons Captain T. R. MEAD.
 "KWONG TUNG" 1,238 " " " R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These First New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.
 Meals \$1 each.

Also
 Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—(1st Class single \$2 with cabin \$2.00, return \$3. " " " 3.00, " " " 2nd Class single \$0.80, return, 1.50.
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 4, Queen's Road West.
 Hongkong, 21st June, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 4th July.
ROON	WEDNESDAY, 11th July.
SEYDLITZ	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 22nd August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 4th day of July, 1906, at Noon, the Steamship ZIETEN Captain F. von Bismar, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted (ill Noon, on MONDAY, the 2nd July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 3rd July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 3rd July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
 Lenses can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	91. 0. 0.	63. 0. 0.	33. 0. 0.
Return	161. 0. 0.	116. 0. 0.	66. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.

ON TUESDAY, the 26th day of June, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Lenses can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$10.00
Return	\$80.00	\$50.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
Return	\$42.00	\$27.15	\$21.15
TO BRISBANE	\$30.00	\$20.00	\$14.00
Return	\$44.00	\$34.00	\$28.00
TO SYDNEY	\$33.00	\$23.00	\$15.00
Return	\$47.00	\$37.00	\$30.00
TO MELBOURNE	\$34.10	\$24.10	\$16.00
Return	\$48.10	\$38.10	\$31.00
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$120.00	\$90.00	\$60.00
TO KOBÉ	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$110.00	\$80.00
TO YOKOHAMA & back from KOBÉ to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers; or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

YOKOHAMA & KOBÉ PRINZ SIGISMUND WEDNESDAY, 4th July.
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA BAYERN WEDNESDAY, 4th July.
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA PRINZ REGENT LUITPOLD WEDNESDAY, 18th July.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. & O. S. S. Co., T. K. K. and from NEW YORK to Europe by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62. 0. 0.
TO BREMEN	63. 70. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 22nd June, 1906.

Entertainments.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 575 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO ROBE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosine Oil, Tar, Resins.
 Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

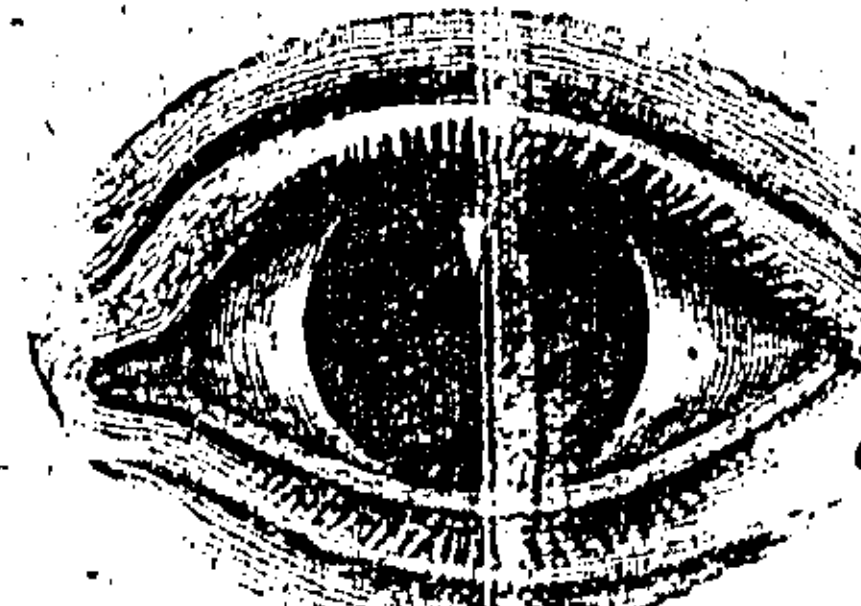
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Minimum of Price, Weight and Size. Maximum of simplicity and effect.
 Hongkong, 10th May, 1905.

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EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 22, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports.

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-JI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH.	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS.	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP.	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 19th June, 1906.

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Intimation.

Powell's

ARTISTIC FURNISHERS.

PRESENT DAY DESIGNS FOR LOCAL REQUIREMENTS.

ESTIMATES and DESIGNS FOR PRIVATE RESIDENCES OR PUBLIC INSTITUTIONS

FREE ON APPLICATION.

LETTER and COAST ENQUIRIES

HAVE OUR PROMPT ATTENTION.

Phone: 346.
Tele: "POLO,"
Hongkong.

WM. POWELL, LTD., ALEXANDRA BUILDINGS,
Des Voeux Road.
Hongkong, 20th June, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen), LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906. [530]

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following:

ANCHOVY (Norwegian) in Kegs.
SALMON-BELLIES " "
SALTED HERRINGS " "
" MACKARELS " "
GERMAN SAUSAGES in Tin (Assorted).
" " in Skins.
" ASPARAGUS.
" VEGETABLES (Assorted).
FRENCH FRUITS in SYRUP (Assorted).
" STUFFED OLIVES.
" ANCHOVY in OIL (Bottlers).
ALSO
PASCAL'S ASSORTED SWEETS and TOFFERS.
Hongkong, 12th May, 1906. [61]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

Sole Agents for
HARTMANN'S RAHTJENS' GENUINE
COMPOSITION RED HAD
BRAND, HARTMANN'S GREY PAINT,
DAIMLERS PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 7th March, 1906. [51]

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 10th September, 1905. [66]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 10th March, 1906. [49]

CHRISTIAN SCIENCE.

TREASURY PROSECUTION OF DR. ADCOCK.

Quite a number of Christian Scientists were present at Westminster Police-court on 19th ult., when the case against Dr. George Robert Adcock, aged 39, described as of Ebury-st., W., was proceeded with.

Dr. Adcock is accused of "feloniously causing the death of Major John Nicholas Whyte, for wilful neglect between 26 Jan. and 29 April." Major Whyte died after Christian Science treatment, and a jury returned a verdict of manslaughter against the accused, who is a member of the sect. When arrested he had in his possession several glass tubes containing tablets of morphia sulphate and a compound of strychnine.

CASE FOR THE TREASURY.

Mr. Bodkin appeared on behalf of the Public Prosecutor (Lord Desart), who himself occupied a seat near the magistrate. Mr. Kingsbury defended.

Mr. Bodkin repeated the account given at the inquest of Major Whyte's movements since 1903, when he fractured his spine in the hunting field, and was operated on by Sir Victor Hensley. In January of this year Dr. Adcock was summoned to attend him. He was paid a guinea a week, and the allegation was that he failed to take the necessary steps to deal with the patient's condition.

As a result a terrible condition of septic poisoning was set up, and the major, said Mr. Bodkin, "was gradually decaying to death." He died on 29 April.

Describing Dr. Adcock's medical qualifications, Mr. Bodkin mentioned that he became in 1893 M.R.C.S. and L.R.C.P., and practised for a good many years as an ordinary medical man. "He could not," was counsel's comment, "have forgotten what he had learned as a doctor." The cardinal feature of the treatment required for the sores on the major's body was the use of the antiseptic. Dr. Adcock used a powder which did more harm than good.

THE PATHOLOGIST CALLED.

Dr. Freyberger, the pathologist, declared that the major died as the result of blood-poisoning.

"Etiogen," the powder applied by Dr. Adcock to the wounds on the major's body, was a diode of zinc, which would be injurious in its effects.

The case was again adjourned.

Mr. Kingsbury applied for bail, but subsequently withdrew the application, saying he might renew it on a future occasion.

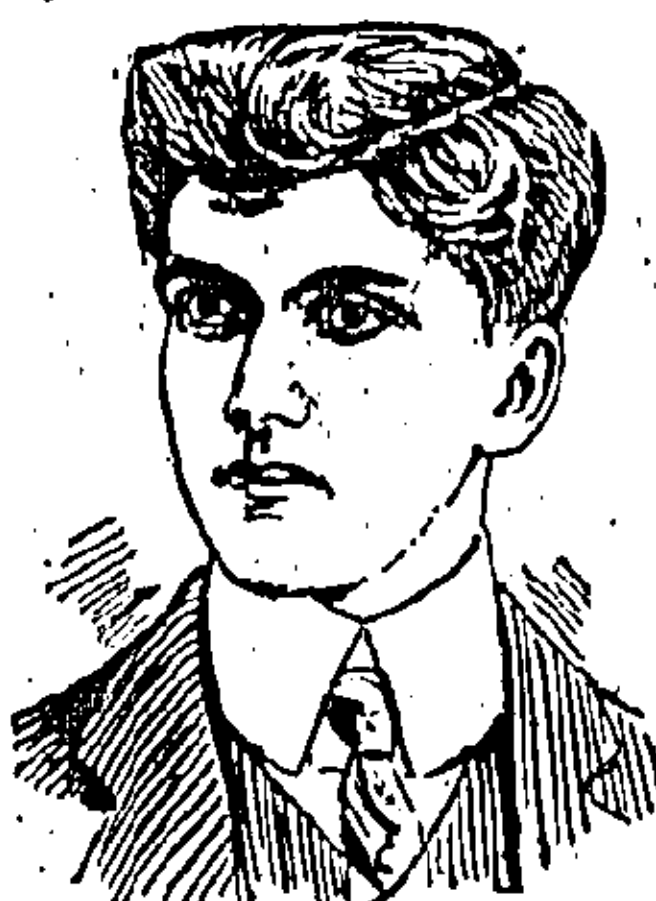
LIVER DISORDER FOLLOWS FEVER.

CEYLON JOURNALIST'S VIVID STORY OF SUFFERING.

HE TELLS HOW CURE CAME AT LAST THROUGH DR. WILLIAMS' PINK PILLS.

Mr. Wace De Niese of the "Ceylon Standard" is one of the most popular young journalists in Ceylon, and his articles and reports on turf and sporting matters are read and enjoyed by hundreds throughout the length and breadth of the island.

Yet there was a time when Mr. De Niese lost all interest in sport and in most other things, a time when life seemed a misery instead of a joy. "Some years ago I contracted Malarial Fever badly," he explained. "The result was a general breakdown in my health. I became deadly pale in colour. My appetite disappeared completely and I could not bear the sight of food. I was subject to attacks of dizziness. In time my skin turned yellow, just as if I had jaundice. My sight became dim. I could not see anything plainly before me. If I picked up a paper to read it seemed as if there were stars and bright spots floating between my eyes and the print. My blood became impure and watery. Altogether I was wretchedly bad."



Mr. Wace De Niese, of Colombo, (from photo. by F. Steen & Co.)

"The awkwardness of my miserable position was aggravated by the fact that I could not obtain suitable medicine at the place where I was living at the time. One day I chanced to read something about Dr. Williams' Pink Pills for Pale People. It seemed to me that perhaps these Pills might prove helpful and so I gave them a trial. I have no hesitation in saying that good results became manifest almost at once. This was so satisfactory that I went on taking Dr. Williams' Pink Pills, and as I did so the improvement in my health continued until finally I found myself quite restored to health. The only other medicine I took at this time was quinine, and probably this helped to drive the Fever out of my system, but I am convinced that the medicine which built me up, which brought back my appetite, cured the giddiness, and restored my blood to a healthy state was Dr. Williams' Pink Pills. With pleasure I give permission for the publication of what I have said, for the information of others who may be now suffering as I did."

"That Dr. Williams' Pink Pills for Pale People cure not only the ill effects produced by Malarial Fever but also Malaria itself has been proved over and over again by the grateful testimony of past sufferers from this dreadful malady. It is by their powerful health-giving, strengthening action through the blood that these Pills restore the sick to health, that they have earned their world-wide reputation as the remedy for Liver Complaint, Indigestion, Kid-

ney Disorders, Bile, Headaches, Nervous Break-down, Early Decay, Rheumatism, Paralysis, Beriberi, Scrofula, Boils, Pimples, and Skin Eruptions generally, Consumption in its earlier stages, and the after-effects of Fevers, Dysentery, Influenza, and Chills. To ladies from youth to middle-age they have an especial value. Men broken-down by overwork or other causes are speedily restored by their use. Obtainable at most shops where medicines are sold, these Pills can also be had, post free, 6 bottles for \$3 or 1 bottle for \$1.50, direct from the Dr. Williams' Medicine Co., Singapore. [3]

Intimations.

SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS (as amended), every Domestic Building or part of such Building within the Western Division of the City of Victoria occupied by members of more than one family must be Cleaned and Limeswashed THROUGHOUT by the owner during the month of May and June.

N.B.—The word "Throughout" used in this notice means that the Houses should be Limeswashed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Limeswashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limeswashed but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

G. A. WOODCOCK,
Secretary.

Dated this 1st day of June, 1906. [665]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1906. [71]

To Let.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES IN KING'S BUILDING and YORK BUILDING.
GODOWNS ON PRAYA EAST.
A HOUSE IN CLIFTON GARDENS, Conduit Road.
A HOUSE IN RIFON TERRACE.
FLATS IN MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1906. [72]

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN NO. 3, NEW PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [73]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.

NO. 2, OLD BAILEY.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 26th April, 1906. [502]

THE DRINK of the HOMELAND

Age and Quality Guaranteed.

Supreme among Scotch Whiskies

ASK FOR WATSON'S No. 10 DUNDEE WHISKY

JAMES WATSON & Co. Ltd., DUNDEE.

Supplied by WATKINS Ltd. Apothecaries Hall, HONG KONG.

And Known all the World round.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 26th June, 1906, at 2.30 P.M., at No. 3, Blue Buildings, Top Floor, SUNDY HOUSEHOLD FURNITURE, Comprising:—

DOUBLE and SINGLE IRON BED-STEADS with WIRE MATTRESSES, DOUBLE and SINGLE TEAKWOOD WARDROBES, CAMPHOR WOOD CHEST-OF-DRAWERS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, FIGURES, BOOK-CASE, BLACKWOOD CABINET, MUSICAL BOX, &c., &c., &c.

Also
One COTTAGE PIANO, by Schedmayer and Soehnle, Stuttgart (in good order and condition).

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th June, 1906. [159]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on THURSDAY, the 28th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY, Originally intended to be put up as the Kwan-tung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor Mr. Hereditary Honorary Citizen Anatoly Charniewitch Tetjukow of Saignajewo.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:—
LOCOMOBILES (Wolf, Magdeburg).
MILLING MACHINES (Smidt, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr. n. ELECTRIC (Allg. Elec. Comp.).
TRUCKS, &c. (Oreinstein & Koppel).
&c., &c., &c.

All in all the whole plant is very nearly the same as the Factory Kjaeksdorff, near Malmo in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from—
SIEMSEN & CO.,
Hamburg & Hongkong, and
LAWYER BUBNOFF,
in St. Petersburg, Wassili Ostrow, 4 Linie, Haus No. 5,
as well as from the Auctioneers, Messrs. HUGHES & HOUGH, Hongkong, 28th May, 1906. [158]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

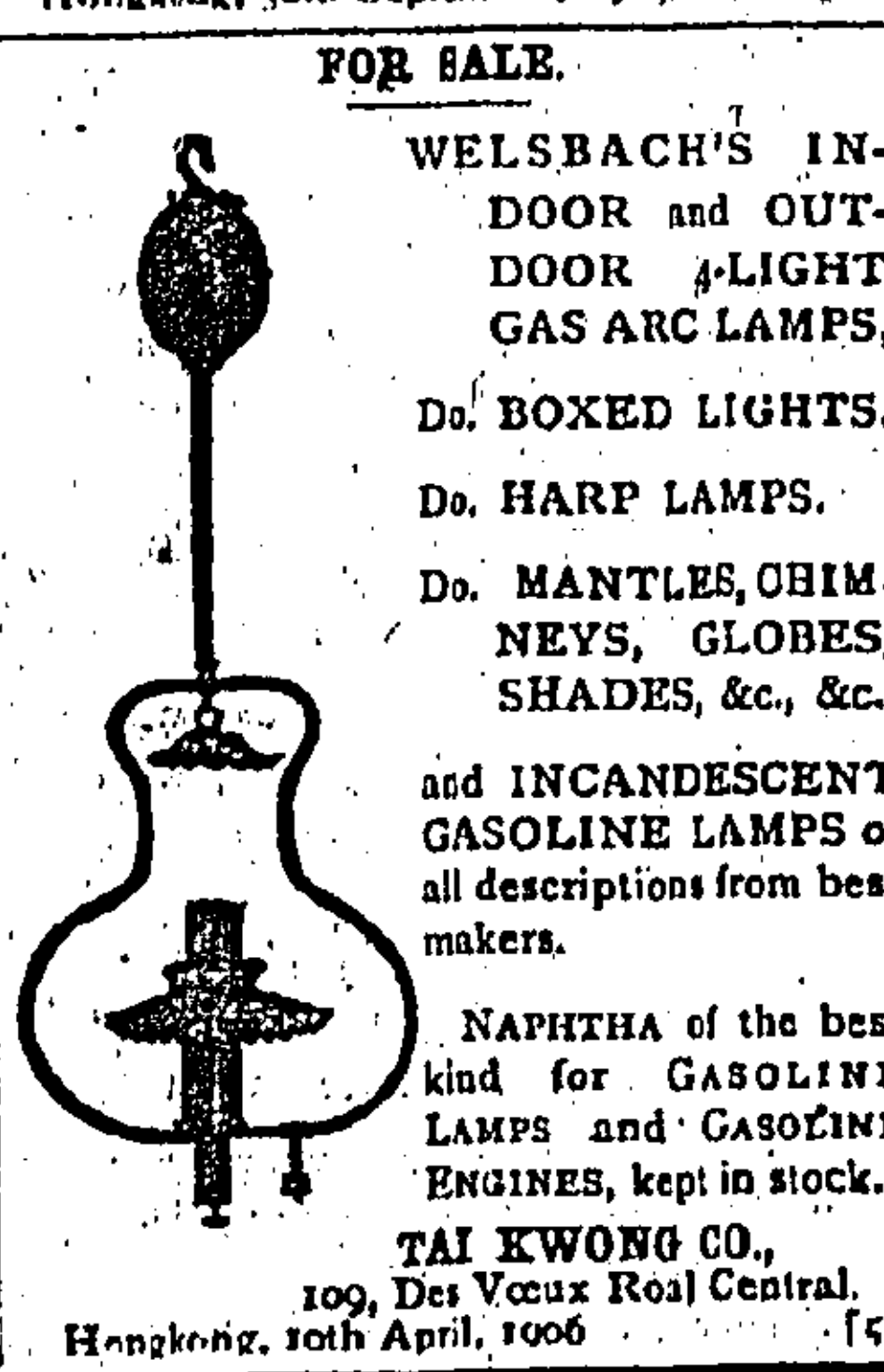
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th September, 1905. [17]

FOR SALE.

WELSBACH'S IN-DOOR and OUT-DOOR LIGHT GAS ARC LAMPS, Do. BOXED LIGHTS, Do. HARP LAMPS, Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Voeux Road Central.
Hongkong, 10th April, 1906. [19]



Intimations.

THE POPULAR SCOTCH "BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HRH the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from "Salicylic" Acid, and any other Chemicals.

PRICE \$2.50 per case of 48 bottles (quarts) or 16 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1905. [62]

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry	\$8.00 per Dozen
Pale Sherry Dry (Gold Capsules).....	10.00 "
Pale Sherry Dry (Red Capsules).....	14.00 "
Gold Sherry (Yellow Seal)	15.00 "
Manzanilla (Red Capsules)	16.00 "

MADEIRA.

Silver Capsules	\$12.00 "
Gold Do.	14.00 "
Red Do.	16.00 "

MARSALA.

Marsala	\$12.00 per Dozen
---------------	-------------------

MOSCATEL.

Gold Capsules.....	\$10.00 per Dozen
Red Do.	12.00 "

MALAGA.

Dark Malaga	\$8.00 per Dozen
White Do.	10.00 "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.
Hongkong, 10th July, 1905. [50]

Intimations.



A. S. WATSON & CO., LIMITED.

ERATED WATER MANUFACTURERS.

In the manufacture of High Class Mineral Waters the following are essential—

PURE WATER.

UP-TO-DATE PLANT.

THE BEST OF MATERIALS

AND EXPERT MANIPULATION.

All these conditions are obtained in Waters of our manufacture.

Absolute Purity. Repeated analyses both locally and at home guarantee this.

Up-to-date Plant. Our policy is to continually introduce every modern improvement in machinery and appliances and although such changes are invariably costly in the first instance the results attained in **Perfect Aeration** and economies in working justify them.

The Finest Materials only are used. **English Experts** manage our factories, and our Waters are acknowledged by leading English Makers to be equal to those of their own manufacture.

These results have only been obtained through constant experiment; the adverse climatic conditions of Tropical Climates for the successful manufacture of high Class Aerated Waters, necessitating special study.

Our Stone Ginger Beer is the only successful production of its kind in Tropical Countries. It at once became popular and increasing sales testify to increasing popularity. Brewed from the finest Jamaica Ginger it is perfectly wholesome and is an ideal summer beverage.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 21st June, 1906.

TO PREVENT MISTAKES

WHEN BUYING

WHISKY,

PLEASE NOTE THAT

OUR

CLUB No. 1

IS THE ONLY CLUB WHISKY

IN THE COLONY AT

\$18 per Case.

WE CALL IT No. 1 BECAUSE

IT IS SO IN

EVERY RESPECT

AND ALSO TO DISTINGUISH

FROM OTHERS.

CASH LESS 10%.

CREDIT LESS 5%.

GREGOR & Co.,

WINE MERCHANTS.

Hongkong, 25th October, 1905.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

DEATHS.

On the 6th May, at Worthing, England, ELIZABETH HIRT, widow of William Hirt (late of Shanghai), aged 68 years.
On the 17th June, at Shanghai, BESSIE NAFTALY, the beloved wife of H. A. Naftaly aged 24 years.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 25, 1906.

OUR NATIVE POLICE.

When a paternal Government sets out to enlist policemen from the ranks of all comers amongst the natives of an Eastern Colony, policemen, who are to be the future "guardians of the peace," the maintainers of "law and order," the "protectors of life and property" of the inhabitants of that colony—putting, as they necessarily have to do, so much authority and power into the hands of those self-same policemen, it behoves the Government to searchingly inquire into the antecedents, and not only antecedents, but ancestral history of the applicants for the vacancies that must occur in the natural order of things in the local Police Force. Perhaps in no country, State or colony was such caution required as here in this Colony of ours, where crime is perennially rampant, and where only the best material should be secured to fill the ranks of the necessary native police force. It is not our purpose at present to do more than advert upon three cases out of the numerous instances we could adduce, of corruption in the native police; suffice it for the object of these comments that from one police station alone, within the briefest possible period, three of the members of the native police, sworn to fidelity to Our Sovereign Lord the King, and to the maintenance of the majesty of the Law, have had to take their places in the felon's dock, to answer to most grave and serious charges. In one case an Indian constable was arrested for causing grievous bodily harm to a Chinese hawker and was held for trial, pending the result of the victim's injuries. The man had to undergo an operation as a result of those injuries and eventually recovered, but the latter had, in the meantime, "evaded the law" by dying of pneumonia. Shortly after that followed the case of one *lukong* stealing a watch and other articles from a comrade on the force, for which he was imprisoned, which imprisonment, we need hardly say, carries with it dismissal from the Police Force. Finally comes the case reported on Friday in which a *lukong*, from the same station, was convicted of receiving at least two bribes from a hawker in the district, with a view to influence his conduct as a policeman, the man being fined \$100 on each count, with the usual alternative. These are cases that are known, because they are detected and the offenders brought to justice, and punished. But for the three that are detected how many go undetected. It is not to say that because three evil-doers have been caught and rooted out of one station alone that there are not others in that same station, whose turn will come some day. But it is a serious matter for the public weal that the native Police Force is in such condition that one police station alone can furnish no less than three delinquents from its ranks all within the space of a few weeks. Articles have appeared time and again in the local Press columns complaining of the inadequacy and inefficiency of the Police Force in Hongkong, and while we must be candid to admit there is a very great deal left to be desired, what we ask, can be done with such unsatisfactory, such unreliable, material, and how can the Inspectors (the officers invariably responsible for the actual police-work, and who, as invariably, come in for the blame, when anything goes wrong, while receiving but very little praise when all goes well) be expected to do justice to themselves or to their districts? A more rigorous and searching investigation into the antecedents of would-be policemen is incumbent upon the authorities, for only so can they hope to secure a police force composed of material worthy of the name.

LORD Davey has introduced a Bill which, among other things, brings leases of golf links within the Settled Lands Act.

LOCAL AND GENERAL.

PLAGUE appears to be dying out. Between noon of Saturday and to-day only three cases have been officially returned. This is satisfactory.

EMPIRE DAY was widely celebrated throughout the British Dominions, 8,595 schools in Great Britain, and 22,295 schools in the colonies participating.

THE Chinese Engineering and Mining Co's total output of the company's three mines for the week ending 9th June, 1906, amounted to 20,204.02 tons and the sales during the same period to 17,540.80 tons.

PRESIDENT Roosevelt has approved the plan to make a loan to the city of San Francisco from the Government funds of twelve millions, with which to begin the work of rebuilding. This money will probably be made immediately available.

CHAN Kan, a boatman, was charged this morning at the instance of the Water Police, before Mr. H. H. J. Gompertz, with making fast to the s.s. *Phuyen*, while under weigh in the harbour, yesterday. The boatman pleaded guilty, and a fine of \$50 imposed.

THIS morning, at the Police Court, before Mr. F. A. Hazland, Inspector Langley prosecuted the master of the steamer *Amiral Exelmans* for neglecting to exhibit a bright light on his vessel while entering the port, last evening. The charge was admitted, and his Worship imposed a fine of \$10.

P. S. MACDONALD placed an aged Chinaman before Mr. H. H. J. Gompertz, at the Police Court this morning, charged with begging in the public street, yesterday. The Chinaman pleaded guilty. "Tell him," remarked his Worship, "that he is fined \$3, and if comes up here again he will be put in the stocks."

THE N. C. D. News is informed by the Wei-hai-wei Gold Mining Co., Ltd. (1905) that a telegram has been received from San Francisco giving the results of the first lot of concentrates which yielded Gold \$2,477 for 8 tons; as against Gold \$65 per ton, the mine's value. In view of the above unexpected results, it will be necessary to call up immediately the remaining dollar due on the shares.

THE Guild of Embroiderers at Canton, says a Shanghai vernacular journal, has recently established a Voluntary Anti-opium Association, and many opium-smokers among their ranks are vying with one another in joining. The regulations are very strict, so that if any member smokes opium again after admission, he is at once expelled from the guild, and will not be able to find employment again.

THE *Satan* Times states that subterranean caves recently discovered beneath the military drill ground at Hsiamachi Sanchome, Ushigome, are attracting large numbers of spectators. So far three have been explored, but it is believed that more caves exist. Each of them is about 12 feet wide, 28 feet long and 6 feet high, and they are connected with each other by subterranean passages. The purpose for which the caves were made is unknown. The ground was formerly occupied by a feudal lord named Mizuno Oinokami.

LEIGHTON HILL ROAD OUTRAGE.

MRS. AOKI'S STATEMENT.

Further particulars are at present to hand regarding the Leighton Hill Road affair, which was reported in the *Hongkong Telegraph* of Saturday last. As was previously stated when the police received word of the outrage and visited the premises, Mrs. Aoki had already been removed to hospital and the police were unable then to obtain an interview owing to her unconscious condition.

Mrs. Aoki received immediate skilled attention at the hospital, and on Sunday it was deemed advisable to perform a surgical operation. This was so far successful that, critically as Mrs. Aoki's condition was reported to be on Saturday, a decided improvement was noticeable to-day and hopes, we are glad to say, are entertained for the lady's recovery.

The police were granted an interview yesterday and Mrs. Aoki, through an interpreter, said that she was able to identify her assailants again. After she was overpowered the robbers, two in number, broke open a box in search of loot, and finding nothing valuable, were about to make a further search, when, thinking discretion the better part of valour, they left the house without removing anything.

ANOTHER BUILDING COLLAPSE.

AT WEST POINT.

During the early part of this month, it will be remembered that three houses—Nos. 226, 228 and 230, Queen's Road West and at the corner of Eastern Street—collapsed, and although there was no loss of lives, yet one or two *skiffs* had to be removed to hospital owing to slight injuries sustained by the falling debris. A few days afterwards, when the houses were cleared of the refuse, excitement prevailed one night when it was learnt that the party wall adjoining house No. 232 was bulging out. The police were called out and ordered the inmates from different houses on that block to quit the premises. This they did, and the Public Works Department staff set to work to shore up the party wall.

At about 6.45 o'clock last evening house No. 232 collapsed, leaving, as in the previous case, the verandah and the cook-house standing. As is known this house had already been vacated, therefore there are no fears of anyone having been buried in the ruins. Coolies are now at work removing the debris, and further shoring up are being carried out.

THE LAI HING BANK CASE.

WAS WONG A PARTNER?

This morning, in Bankruptcy Jurisdiction, before the Full Bench, consisting of their Honours Sir Francis Piggott, Chief Justice, and Mr. A. G. Wier, Puisne Judge, the appeal in the case of Wong Ka Chuen was continued. Hon. Mr. H. E. Pollock, K.C., and Mr. E. H. Sharp, K.C., instructed by Mr. G. K. Hall Brutton, of Messrs. Brutton and Heit, appeared for the appellant, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, appeared for the respondent.

Mr. Slade, continuing his argument, said that the points on which there could have been misdirection to the jury, could be as to the effect of the reference to the affidavits.

It is only important to ascertain what is the duty of a judge in charging a jury, and what is a misdirection. With regard to the question of law, the judge is bound to state the law and it is the duty to accept the law as stated by the judge. The jury are not to consider the law for themselves. In this case, asked learned counsel, has the judge misdirected the jury?

His Honour the Chief Justice: You mean at present as regards the affidavits?

Mr. Slade: Only as regards the affidavits, my Lord. The law is very broad on this point and states that if a man has admitted that he is a partner then the law holds that he is a partner. Continuing, counsel said he found that it was laid down by a very learned judge that the express admission by a party to a suit were strong evidence against him, but he thought he should be allowed to prove that he made the admission by mistake, and that the statements were untrue. Here, Mr. Slade quoted at great length authorities in support of his contention and that if the admissions were untrue and the man making them could prove it so, then they were not binding upon him.

The Chief Justice: Were there authorities quoted in the Court below?

Mr. Slade: No, my Lord, I have only just found them.

After further discussion Mr. Slade passed on to the question of misdirection, and stated that the law of misdirection was a very old one, dating back over 500 years, and it provided that the person who considered himself aggrieved at the summing up by the judge to the jury then the aggrieved party had the right of protest at the time.

His Honour the Chief Justice said on looking through his summing up he found he made no reference to the meetings at the Bank prior to the meeting of the creditors.

Mr. Slade, continuing, quoted further authorities, and then passed on to the general results arrived at, and it was that a jury was not misdirected unless material facts in the evidence had been omitted, and submitted that no material facts had been omitted here.

As regards the verdict being against the weight of evidence, learned counsel quoted again at great length, from various authorities, to show that the evidence was all heard by the jury and the matter of the verdict had to be left to them. Misdirection on a point of law by a judge to a jury was ground for a new trial, continued counsel, but erroneous advice of the judge to the jury was not ground for a new trial, and as regards the points it was left to the discretion of the judge what points were necessary to be placed before the jury, and if any material points were omitted in his summing up, either party could point out those omissions to the judge so summing up. The only duty of the judge in summing up was to guide the jury on the points of law, further than that he need not go. All the facts of the case were known to the learned counsel for the plaintiff and he heard all that was said to the jury, and if he did not then point out to the judge the mistake or the omission he was then making, he could not come at this late hour and ask for a re-hearing on the ground of misdirection. It was absurd to consider it for a moment.

The Chief Justice said that he put it to the jury that the evidence of several of the witnesses was discreditable, and only one was, it not creditable, at least not discreditable, and therefore it was unnecessary to refer again to their evidence.

Mr. Slade, continuing, said that it appeared to him that in summing up, he had several remarks of learned counsel to attend to. He, the speaker, was not present, but in reading over the summing up, he found that his Honour broke off at times, and left his statements incomplete, as if he had been led to another issue by the remarks of learned counsel.

The Chief Justice said he was dealing with the three points of the inducements, and after analysing the evidence on that question, and finding nothing in it, he thought it unnecessary to say much upon the second and third points.

Mr. Slade continued his argument, and after quoting further authorities, the Court adjourned.

After the fifth adjournment, Mr. Pollock said he wished to say a few words upon the point put him by his Honour the Chief Justice on the maxim of *res ipsa loquitur*, and proceeded to quote authorities to show that the onus of proving accident lay with the person causing it. A discussion arose between the judge and learned counsel, the latter holding that it was not for the plaintiff to prove or disprove the fact of accident.

In this case he would contend that the learned judge was not entitled to say to the jury that any witness, individually was not worthy of credit. That was a direction to them to reject that part of the evidence. It was much the same as if the judge, upon the witness entering the box, refusing to hear his evidence as being untrustworthy. And therefore if the learned judge told the jury that any witness was unworthy of credit, it was a misdirection, and therefore on that ground alone they were entitled to a rehearing. It was not for the learned judge to tell the jury that a witness was unworthy of credit; it was for the judge to tell the jury what the man

said, and he could also say that he personally did not believe him, but it was for him also to tell the jury that that was only his opinion, and it was for them to consider whether the witness was worthy of credit or not. Otherwise it was a direction to them to reject all that witness's evidence and he would submit that that was a misdirection. It is a direct statement for the jury to act upon, without the option for them to exercise any judgment in the matter; and he would submit that that was going beyond a judge's province.

The Chief Justice then said that as regards the expert's evidence as to the alteration, he did not believe his evidence for it was patent to everybody that in making an alteration on Chinese paper one did a very different thing to making one on foreign paper, as the writing was thicker, and broader, and it would be more difficult to trace what had been previously written. That was perfectly clear.

Mr. Pollock: But that is only expressing your Lordship's opinion; it may be a very valuable opinion, but still it is only an opinion without evidence to support it. In the summing up your Lordship says "we all know the tale of the old schoolmaster who said that an expert could always see that which he wished to see." That, surely, is tantamount to a distinct statement that the expert's evidence was unworthy of credit, and for no other reason than that it was the evidence of an expert. That witness had, after careful examination of the writing, given it as his opinion that the name in the book had originally been "Wong Ka Chuen," but had been subsequently altered to "Wong Loong." After further argument learned counsel submitted that they would have been perfectly justified in asking for judgment on those affidavits alone. But in the summing up, he said, his Honour said he would have to be satisfied that there was sufficient evidence to support the statement "When a man makes solemn admissions, it is for him and him alone to substantiate them or otherwise. Learned counsel then proceeded to quote authorities in support of the granting of re-trials.

Considerable discussion then ensued, and then learned counsel pointed out that there was another omission as regards the visits of the witnesses to the Bank.

The Chief Justice: Well, yes, there are just two omissions, but they are so infinitesimal that they are not of any moment.

Mr. Pollock: Infinitesimal? I submit not, my Lord.

The Chief Justice: Oh, yes!

Mr. Pollock: Then, if your Lordship holds that the omission is so infinitesimal then I must address your Lordship on the point.

Considerable argument again ensued on this point. When the Chief Justice said that he omitted to mention the facts of the four men's evidence whom he discredited. It was simply an unintentional oversight, but he summed up to the jury as the case was put to him.

Mr. Pollock: "Put" my Lord?

Chief Justice: Yes, as the case was put to me.

Mr. Pollock: But surely, my Lord, a witness, or several witnesses, cannot "put" a case.

The Chief Justice said he meant the whole case as submitted to him.

The case continues.

A MACAO BANKER

ROBBERED IN HONGKONG.

A very interesting case came on for hearing, before Mr. H. H. J. Gompertz, at the Police Court this morning, when Chan Chung, nephew to the master of a ship at No. 142, Queen's Road Central, was charged with stealing a purse containing \$12.50 in money and two promissory notes to the value of \$1,100, from an accountant, yesterday. According to the evidence heard complainant is an accountant in the Po Hang Bank, Macao. He came to Hongkong on Saturday and during his stay in the Colony put up at 142, Queen's Road Central. Yesterday afternoon complainant left his coat in his room on the third floor to go below for a shave. When he returned to the room the purse was gone, and so was the defendant. A report to the Central Police Station followed and later the defendant was arrested on the *Charles Hardouin's* wharf. When arrested defendt admitted, in the presence of the *lukong* and the complainant, that he had stolen the purse, but had thrown it into the sea, and volunteered to return the notes which he had in his pocket to the complainant provided he was released from custody. On being searched at the Central Station \$13.50 was found on the accused, and before being put in a cell he again admitted his guilt. Yet at the Magistrate's Court this morning he denied pleading guilty in the charge-room and was acquitted by the Court. The complainant admitted that the money he lost was made up of two five-dollar bills on the National Bank, the balance being in subsidiary coins. When the defendant was searched the \$13.50 found on him were partly banknotes on the Hongkong and Shanghai Bank. The Court could not account for this, but simply wanted to know, if complainant lost \$12.50, how \$13.50 could be found on defendant when arrested. How did he come to have any money on him at all when he was supposed to only possess twenty cents for his fare to Canton? However, complainant's reply for defendant being in possession of the extra dollar was that in all probability defendant sold his purse, and did not throw it away as explained. The Court could not consider the explanation satisfactory, remarking it was impossible, and the man was allowed to leave the Court.

THE SWATOW-CHAO-CHOW-FOU RAILWAY.

The railway which is to connect the treaty port of Swatow with the prefectural city of Chao-chow-fu, the concession for which was given in 1903 to one Chang Yu-nan, a Chinese merchant, has not advanced as rapidly as was expected, owing to many important causes. The main difficulty experienced has been in purchasing land. Another matter which delayed the work was the Amoy riot which occurred early in 1905 and in which two Japanese workmen were killed. Since August of last year, however, work has been progressing more rapidly. An embankment has been made and rails laid as far as Ampou, a distance of about ten miles. The total length of the line will be thirty-two miles, and there will be seven intermediate stations.

All material for the railway is supplied by Japanese contractors, no public tenders having been asked for. The locomotives have been ordered from America, the rails and rolling-stock from Japan.—*S.C. Daily Journal*.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

SMUGGLING OF ARMS

INTO CHINA.

APPREHENSIONS AT PEKING.

VIOLANCE TO BE EXERCISED.

[From Our Own Correspondent.]

Shanghai, 25th June, 2.15 p.m.

The clandestine trade in arms and ammunition is exercising the concern of the Authorities at Peking.

The Constabulary Board is alarmed at the enormous quantities of arms and ammunition that are now known to have been surreptitiously smuggled into the interior of China.

It is ascertained that the nefarious traffic is the work of the numerous secret societies existing at the Treaty Ports.

The Imperial Government has directed the Provincial Authorities to exercise the strictest vigilance.

THE "DUMBARTON" SALVED.

MR. J. W. JAMESON'S SUCCESS.

News has been received by telegram that Mr. J. Watt Jameson has successfully salvaged the s.s. *Dumbarton*, which was wrecked in De Castries Bay, Siberia.

Mr. Jameson's salvage steamer *City of Birmingham* is conveying the *Dumbarton* to Nagasaki, in which place she will be docked.—*Communicated*.

DEAD EUROPEAN FOUND IN THE HARBOUR.

HELIEVED TO BE A MERCANTILE MARINE OFFICER.

The body of a European, who, from outward appearances, appears to have been a mercantile marine officer, was found floating near the Canton wharf last night, and was picked up and removed to the mortuary by the police. The body was still fresh, and the police say life had not been extinct twenty-four hours. On arrival at the mortuary nothing was found on the remains that could lead to identity. Deceased was a man about five feet seven inches in height and about 45 years of age. He had a full grown black beard and moustache and a good crop of black hair. When picked up he was wearing a dark cotton jacket and pants of a dark colour, also a check shirt. An empty bottle was found in one of the pockets. To-day the body was photographed at the mortuary, and any one who thinks he could identify the dead man can call at the Central Police Station where he will be shown the photograph.

POLICE RECREATION CLUB.

TENNIS TOURNAMENT.

The first round in the ladies' nomination tennis tournament of the Police Recreation Club commences this afternoon, at the Happy Valley. The following are the players:—Inspector Kerr (nom. by Mrs. Garrod), Sergeant Cuthbert (by Mrs. H. G. Baker), Sergeant Counsell (Mrs. Baker), Inspector Robertson (Mrs. Hannan), Mr. Quinn (Mrs. Cullford), Sergeant McLennan (Mrs. Abley), P. C. Edwards (Mrs. McHardy), Inspector Withers (Mrs. Sims), P. J. Wodehouse (Mrs. Badley), P. C. Parr (Mrs. Cuthbert), Sgt. O'Sullivan (Mrs. Watt), Sgt. Gordon (Mrs. Lyons), Sgt. Grant (Mrs. Baker), Inspector Ritchie (Mrs. Robertson), Sgt. Clyde (Mrs. Langley), Sgt. Kent (Mrs. Lander), P. C. Waterer (Mrs. Aris), Inspector McHardy (Mrs. Cameron), Sgt. Eamer (Mrs. Clark), and Inspector Langley (Mrs. Kent).

The competition is to be completed by 7th July.

SHIPPING AND MAILS.

MAILS DUE

Canadian (*Monteagle*) 27th inst.
French (*Tonkin*) 28th inst.
Indian (*Lahore*) 29th inst.
English (*Devanah*) 29th inst., 6 a.m.
Canadian (*Empress of Japan*) 3rd prox.
German (*Bayern*) 4th prox.

The T. K. K. s.s. *America Maru* arrived at San Francisco on 21st inst.

The I. C. S. N. Co's s.s. *Lafayette* from Calcutta and the Straits left Singapore for this port on 23rd inst., at 3 p.m.

The N. V. K. Bombay Line s.s. *Hakata Maru* left Bombay for this port via Tuticorin and Singapore on 23rd inst.

The N. Y. K. Bombay Line s.s. *Wakasa Maru* left Singapore for this port on 21st inst., and is expected here on 28th inst.

The T. K. K. s.s. *Hongkong Maru* will sail from Yokohama for this port on 24th inst., and will be due to arrive on 7th prox.

The P. & O. S. N. Co's s.s. *Devanah* left Singapore for this port on 24th inst., at 10 a.m., with the outward English Mails, and is due here on 29th inst., at 6 a.m.

The Imperial German Mail s.s. *Bayern*, carrying the German Mails with dates from Berlin of the 15th inst., left Colombo on 23rd inst., p.m., and may be expected here on 4th prox.

The C. P. R. Co's s.s. *Empress of Japan* arrived at Yokohama at 8 a.m., on 25th inst., and left again at 2 p.m., same day, for Kobe, where she is due to arrive at 2 p.m., on 26th inst.

The C. P. R. Co's s.s. *Monteagle* arrived at Nagasaki at 7 a.m., on 25th inst., and leaves again at 3.30 p.m., same day, for Shanghai, where she is due to arrive at 6 a.m., on 27th inst.

The C. P. R. Co's s.s. *Empress of India* arrived at Shanghai at 10 p.m., on 22nd inst., and left again at 8 p.m., Saturday, for Nagasaki, where she is due to arrive at 7 a.m., on 25th inst.

TELEGRAMS.

[Russia.]

Russia.

LONDON, 22nd June.

In the Duma, the Ministers of the Interior and Justice, who made speeches defending the conduct of the police were howled down with shouts of "murderers," "massacremongers," "resign," and other exclamations were hurled at them.

The Deputy Prince Urusoff, ex-assistant Minister of the Interior, has made a sensation in the Duma by revealing that the inflammatory proclamations were printed in a Government department.

Later,

The Russian Massacres.

The Washington Senate has passed a resolution recording the horror of the people of the United States at the massacre of Jews in Russia, and extending their hearty sympathy to the bereaved.

The Duma has passed a resolution by a great majority demanding the resignation of the Ministry, and the formation of a government responsible to the Duma.

The Coronation of King Haakon.

King Haakon and Queen Maud have been crowned at Trondhjem Cathedral, according to imposing ancient ceremonial.

[N. C. D. News.]

Intriguing Koreans.

Tokio, 19th June.

Several Seoul dignitaries have been arrested, including a Privy Counsellor, a Lieutenant-General, and a Vice-Minister.

CLAIM FOR RENT.

HO TUNG W. CHUNG SHUN KOO.

In Original Jurisdiction this morning, his Honour Sir Francis Piggott, Chief Justice, presiding, judgment was given in the case in which Ho Tung, of "Idelwid," Seymour Road, sued Chung Shun Koo, of No. 12, Queen's Road Central, for (1) specific performance of an agreement of lease, and (2) for the recovery of the sum of \$5,500, being the amount of arrears of rent of No. 14, Des Voeux Road, due by the defendant to the plaintiff. Judgment has already been given on the point of the specific performance in favour of the plaintiff.

Mr. E. H. Sharp, K.C., instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff, and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, represented the defendant.

Before delivering judgment, his Honour said that he was puzzled as to how the defendant admitted that at most a month's rent might be due to the defendant. He had already intimated that the plaintiff was entitled to judgment on the claim, and that the defendant was entitled to judgment on the counter-claim, the question reserved being as to the amount of damages. The defendant so confused his case with the amount of details he introduced that it was difficult to disentangle. It is clear that the front shops were finished too late, and that the defendant was to have complete possession, except of the part occupied by the Daily Press, on July 1st. In view of his finding on the principal point in the action, that the Daily Press was not to go out in February, defendant would not have let the upper floors only if they were finished, therefore the alleged loss to Louis Wegener and Co., or other persons, was immaterial. The premises were to have been finished by Messrs. Palmer and Turner on October 15th, but they were not finished until November 15th. It was difficult to assess such damages, as there were always some contingent damages which it was difficult to actually specify, but he thought \$1,500 would correctly express the amount due on the counter-claim, and defendant was entitled to judgment for that amount. Plaintiff would be allowed his costs on the claim, and defendant his costs on the counter-claim.

Mr. Sharp asked his Honour to re-consider the question of the costs on the counter-claim, but his Honour said he thought they should be awarded as he has adjudged them.

U. S. TRANSPORT "McCLELLAN."

It was rumoured in Manila that the transport McClellan will be used as an inter-island boat relieving two of the chartered transports and thus save considerable expense to the Government. When asked regarding the authenticity of the rumour the chief quartermaster said that at the present time all rumours regarding the McClellan must be only conjecture, inasmuch as the transport will require three or four months repairing, and nothing definitely can be determined until the repairs have been made. At present the McClellan, Kilpatrick, Meade and Ingalls are under order to be sent to the United States, via Suva, as soon as they can be spared from this station and no change of order has been received at these headquarters up to the present time.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 25th at 12.20 p.m. The barometer has risen over the China coast and Formosa.

Pressure is highest over the S. part of the China Sea in the South, and probably over E. Japan in the North. The Japanese returns are, however, lacking.

Moderate S. to S.E. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate S. winds, showery.

THE LI SHING CASE.

CLAIM FOR PARTITION.

JUDGMENT FOR PLAINTIFFS.

In Original Jurisdiction this morning, his Honour Sir Francis Piggott, Chief Justice, presiding, judgment was given in the case in which Li Po Kwei and another sued Li Ling Shi and another for (a) one-sixteenth part of Marine Lot No. 239 and Inland Lot No. 2,355 and (b) an account of rent and profits collected thereon.

Mr. M. W. Stale, instructed by Mr. C. F. Dixon in the office of Mr. John Hastings, appeared for the plaintiffs, and Hon. Mr. H. E. Pollock, K.C., and Mr. E. H. Sharp, K.C., instructed by Mr. R. Harding, of Messrs. Ewens, Harston and Harding, appeared for the defendants.

THE JUDGMENT.

The Chief Justice said:—Li Sing was an old and wealthy Chinaman. He seems to have had other characteristics. He must have been wily, for he conceived the idea of dividing his property, or at least some \$4,000,000 worth between his sons before his death, thereby enabling them to enjoy it without paying the usual tribute to the Government, known by the name of succession duty. He also had somewhat hazy views of the subjects of what belonged to him and what did not; for there is one admitted instance of his having included in this subdivision among his sons, property valued at over \$86,000, which belonged to the Lai Hing firm. It may well be that with declining years that delicate mental perception was wanting which was necessary to appreciate the somewhat complicated relations with the Lai Hing and with former owners of shares in the property in the lots of land now in question. He also seems to have been a bit of a despot, for certainly Li Tsau Chi, the executor of Li Ling's brother, Li Chit, did in the matter of the assignments to the sons what he was expected to do, I suppose, if he really knew what he was about, to correct matters afterwards, as he did in the case above mentioned. The question is whether it is not necessary to make another correction in the case of the property in dispute in this action and which was included in the assignment to Li Po Lung. The plaintiff's story is that they were willing to purchase a share in the property belonging to ancestor Tam Lai Tung, and the way in which this was done was by means of a purchase by Li Sing, and a retransfer of the property by him to them. The terms being the payment to the vendor of \$10,800 cash and the taking over of the liabilities to the Lai Hing of \$3,800. This transaction was proved by (1) a receipt from the Lai Hing of the sum of \$10,800 from the Po Shun Tung, that is, the two plaintiffs; (2) an entry in one of the Lai Hing books, abstracted by the plaintiff—publicly as he said—to the effect that the share was transferred to Li Sing, and on the same day paried with for the same price to the plaintiffs; (3) a balance sheet book was made out for personal of Po Shun Tung which dealt with the amount, \$3,800 due to the Lai Hing; (4) a balance sheet book of the previous year belonging to Tam Lai Tung in which there is a record of the transaction so far as it relates to Li Sing. The verbal arrangement between plaintiff and Li Sing was tendered in evidence and objected to. I admitted it subject to consideration. I think it was slightly admitted as part of the *res geste* (?). I do not, however, discuss this question, for although evidence is interesting, it is not of such importance that its rejection would have seriously prejudiced the plaintiff's case, nor would it of itself be sufficient to support the plaintiff's case. The defence to the action is a general denial, which in the box took the following forms. The first defendant did not appear, counsel stating that she was a Chinese lady and therefore could not or would not go into the box. A dangerous doctrine as it seems to me when the lady has been taking a more or less active part in the management of an estate, and one to which in the absence of more light I cannot subscribe. The second defendant went into the box and shook his head to everything. In some things his head negatives were equivalent to palpable untruths. I must not omit to mention the fact that the plaintiff, Li Po Kwei, is not wholly blameless in this respect. In one particular his evidence fell short of the statements supplied to his counsel and secondly in spite of his denial there seems to have been no doubt that he was present at the division of property at Li Sing's house on April 30, 1900. No legal contingencies seem to me to attach to his presence; the utmost that can be said of it is that it affords grounds for comment. As to the delay in bringing this action it of course goes to his credit, but I cannot attach any definite contingencies to this delay and the question of credit really hardly arises.

I have been obliged to notice these matters because they were gone into at the trial, but the whole and sole defence rests on the statute of frauds. More fully, it is alleged, that the signatures to the documents I have numbered two and four, and also to an intermediate document No. five of Li Sing are forged and therefore there is no writing as required by that. An old schoolmaster was tendered as an expert in handwriting and in his view the signature to four was genuine, so that the charge of forgery had a non-restricted area. The expert considered that the signature "Yuk" to the memo and that Li Sing to five were not genuine. His standards of comparison were as to the Yuk a document produced by Sin Tan Fan known to contain the genuine Yuk and for the Li Sing a series of signatures on documents admitted to be genuine. I protest against persons going into the box to give expert evidence who ignore the elements on which such opinions should be founded. Ho Kan Po compares a character written on Chinese paper with others written on glazed English paper and in part bases his opinion on certain strokes being sharp in one and blunt in the other. This is the merest triviality, because, although you may get crisp strokes on English paper the essential quality

of brush-work on Chinese paper is its crispness, which the quality of English paper does not lend itself to the provision of. And his (Yuk's) analysis was not much better, for I do not think he considered too carefully the conditions under which the two signatures respectively were written. One point especially was worthy of his attention. Both characters were obviously written with an almost dry pen and there is no telling what will result from a dry pen, whether it will correctly produce, in the way of loops and flourishes all that is required of it.

I should require much more skilled evidence to induce me to accept the proposition which seems to underlie this witness's evidence, that all Chinamen at all times and under all circumstances always write the characters of their names in an identical manner. It would be impossible for me to find forgery on such evidence as was given. But the schoolmaster's evidence is fatal to the defendant who called him. He practically pronounced in favour of the genuineness of the signature in exhibit 6.

The balance sheet belonging to Tam Sai Tung. The two signatures had been challenged like the signatures to the other documents and there is no doubt that the original case was that this document was forged, but this was afterwards abandoned and the documents admitted to be genuine. It is true that this document only related to the first branch of the alleged transaction, the sale to Li Sing and not the transfer to the plaintiffs. But if you put a case of forgery forward and half of it breaks down or is abandoned it requires an exceptionally strong case to support the case of forgery against the remaining part. A case of forgery cannot therefore in my opinion be held to be established; these are therefore documents which I hold to be genuine and which satisfy the requirements of the statute of frauds. Judgment for the plaintiffs with costs.

THE WITHDRAWAL OF THE RUSSIAN TROOPS.

HUGE OPERATIONS ON THE TRANS-SIBERIAN RAILWAY.

In a striking article on the withdrawal of the Russian troops from Manchuria, the Military correspondent of *The Times* points out that during the 21 months ended Nov. 30, 1905, there had been carried eastward over the Trans-Siberian railway 20,000 officers, 1,270,000 men, 230,000 horses, and over 1,500 guns, besides a vast quantity of stores and supplies. The number of recruits in this total is given by the Russian Press at 400,000 men, representing 40,000 per cent. of the effective strength.

At the date of the ratification of the peace in October last the ration strength of the Russian armies in Manchuria was 1,050,000. There were with the field armies 12,000 officers and 97,000 men, besides 27,000 horses, excluding the 13th Army corps in process of transport eastward. In Japan there were over 74,000 prisoners. So far as these are concerned, the first detachment from Japan reached Vladivostok three days after the ratification of the peace, and the last on Feb. 19 of this year. There remained in Japan only a score or more of men who were too ill to leave Nagasaki; 1,804 Russian prisoners died in captivity. The demobilisation of local troops and militia guarding the lines of communication appears to have followed immediately after the conclusion of peace. There remained some 90,000 officers and men to be carried home over the railway or by sea.

Between Nov. 14, 1905, and Feb. 13, 1906, that is to say, in the short space of three months, no fewer than 400,000 men are said to have entrained west of Irkutsk, and it was anticipated that this average would be exceeded during the four months March to June inclusive. By the end of the latter month, calculating upon six through trains a day, and taking count of transport by sea, it was expected that the repatriation of the army would be completed. The first element selected to proceed home were the cadres reserved for training recruits of the new levy—that is to say, 60,000 officers and 10,000 ranks, and the transport of these numbers is said to have been completed by Dec. 8 of last year. The intention then was to carry home entire army corps one by one, upon a roster decided by political exigencies. But the 13th Army corps, which headed the movement, was checked for some time near Lake Baikal in order to suppress disturbances, and a change then took place in the command. General Linievich, the Commander-in-Chief in the Far East at the time, unfortunately decided to send home the reservists first, and did not take the precaution of causing them to be accompanied by a due proportion of cadres. The reservists became involved in the political unrest of the moment, and caused serious disturbances, which the local troops were unable to repress. Isolated cases of insurrection also caused trouble between Omsk and Manchuria; and for six weeks the work of the railway was seriously interrupted.

The 12th European, 4th Siberian, and 1st European Army Corps were all back in their quarters and demobilised by March 17 last. Divisions of the 10th and 17th European Army Corps followed next, intermingled with reservists of all the armies and various Cossack units. At the present date, so far as Russian statistics authorize an opinion, there should be five and a half army corps from Manchuria repatriated, together with all the reservists save those that have been sent, or are yet to proceed by sea. It was the intention at first to send only 40,000 men by sea, but these numbers grew to 100,000, and may possibly exceed this figure considerably. Seven Russian steamers were chartered to carry 12,146 men, while 35 foreign steamers, mainly German, were engaged to take 73,486 men, or a total of 85,632. It was expected that some of these vessels would return and take home more troops. Sea transport began in November last, and the first seaboard detachment reached Odessa on Jan. 19 last. Headed by the *General Linievich*, the chartered vessels are carrying Cossack infantry and the 15th division of the 8th Army Corps. The latter embarked at Vladivostok on March 16. These are Russian figures, but they appear to have obtained credence on the part of at least one very wide-awake foreign General Staff, and there is no reason to doubt their general exactitude. The conduct of this arduous operation by the Russian departments concerned deserves a tribute of admiration, and the thought that before long the balance of military power will be restored by a return to normal conditions in Western Europe is not of a nature, the correspondent of *The Times* considers, to cause regret.

AN OBSTREPEROUS CANTON PONY.

LIVELY TIMES AT WEST POINT.

A small Canton pony was the cause of much excitement along Queen's Road West this morning, and it took two burly European constables all their time to hold on to the animal and to keep clear on its hind legs. The pony belonged to the Chung Wah stables and was sent out this morning in a gharry. What the mafao did to the pony when it arrived at West Point no one can say, but suddenly the animal reared, and lashed out wildly with his hind legs. Nothing could be done to stop the pony's attack on the gharry. The mafao got so scared that he left his box and took up his position in the street with the crowd which had already gathered watching the performance, thinking it was arranged for their amusement. The animal seeing he was not interfered with resumed its attack on the gharry, until finally the shafts were snapped, and the animal finding itself released, galloped down the road at a furious rate. A policeman, who had just turned the corner, took the situation in a glance and staid himself to stop the pony when it got near. At every step the pony increased its speed, frightened by the yelling crowd behind it. When it got near the police, man it was going at no slow rate and the constable made a grab at the dragging reins. He got hold of them, but was dragged some distance before the pony's speed was reduced. Then the fight began. A second policeman seeing his brother officer tussling with the pony joined in, but it took them all their time to keep clear of the pony's hind legs. Combined force was brought to bear and for a time the pony was mastered, and then led to the station. The animal must have known what was in store for it, for it refused to enter the compound of No. 7 Station, rearing and bucking in the wildest fashion. At this stage the mafao arrived and the officers thinking that the Chinaman would help in quieting the animal, called him to give a hand. The mafao was not to be caught napping, he preferred to look on while the others worked, and as the pony's hind legs had missed him on one or two occasions, the mafao deemed it expedient to get to safer quarters, so he speedily climbed a tree and from aloft looked on at the proceedings below. Finally extra hands arrived and the obstreperous animal was dragged into the station.

CHINESE WOMAN COMMITS SUICIDE.

JUMPS INTO THE HARBOUR.

Shortly after ten o'clock last night a report was made by a Chinese woman at No. 2 Police Station that her friend—a woman—residing in a certain house at Ship Street, had committed suicide by jumping into the harbour. The police, accompanied by their informant, went to the scene, but the body of the woman could not be found. It was said that the deceased, accompanied by the woman who made the report, went for a walk along the Praya East last night. They proceeded to a wharf and without a word of warning, deceased jumped into the water and disappeared. No reason is given for the cause of this rash act.

EARTHQUAKE AT MANILA.

The Manila observatory microseismograph registered six earthquake shocks Tuesday evening and Wednesday morning, two of which are said to have been severe in northern Luzon, although no damage has been reported. The most perceptible of the shocks was felt at eight o'clock Tuesday evening. The others were scarcely perceptible and only the delicate instruments at the observatory could detect them. Severe shocks have been felt in the Babuyan and Batanes Islands. The detailed report of the observatory follows:

At 7.25 p.m. June 19th, Vicentin microseismograph began to register imperceptible preliminary vibrations. 34 seconds later followed the first perceptible shocks—not very intense—which had a NNW-SSE direction and a considerable vertical component. After a calm of not quite a minute new shocks of considerable force and a large vertical amplitude followed, having the direction N. by NW-S, by SE. Their duration was 20 seconds. The Cechi seismograph registered maximum angles 0.48°.

Before the microseismic perturbation had ceased, a second imperceptible repetition occurred at 7.50. The movement was in the same direction as that of the first shocks. At 8.54 p.m. the instruments had completely calmed down.

At 1.24 Wednesday morning a third, imperceptible repetition of the same general character as the preceding took place, which lasted 58 m. At 1.17 52m p.m. and 3h 7m 58s a.m. two more perturbations were registered, but of so small an intensity that they probably were hardly perceptible even in the region of the epicentre.

Both the duration of the perturbation resulting from the first shocks and the proportions of the vertical component during these and their repetitions indicated an earthquake caused by a centre not far distant and of great intensity. Hence we feared immediately for the northern provinces of Luzon. The information received thus far confirms this first impression as it locates the centre in North Luzon, where, according to telegrams from Aparri and Tuguegarao, the first shock was violent and was followed by two others at 7h 48m p.m. and 1h 23m a.m. of respectively which however were not very intense and correspond to the repetitions registered here, which have been mentioned. The earthquake has probably been felt considerably on the Babuyan and Batanes Islands and even in the southern part of Formosa. Finally, at 4h 45m a.m. of Wednesday a new microseismic perturbation of diminishing intensity has been registered.

PROPERTY SALE.

At the office of the Public Works Department this afternoon, the letting by public auction sale was held of one lot of Crown Land near Rural Building Lot No. 100 in the Colony of Hongkong for a term of 21 years. This lot is registered in the Land Office as Garden Lot No. 28, situated on Barker Road, and contains 6,800 square feet. The annual rent is \$16, and the upset price \$340. There was no competition, and the lot was bought by Mr. C. L. Gorham, for \$360, being \$20 above upset price.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2 1/8
100s. demand	2 1/16
100s. 3 months' sight	2 1/16
100s. 6 months' sight	2 1/16
100s. 9 months' sight	2 1/16
100s. 12 months' sight	2 1/16
100s. 15 months' sight	2 1/16
100s. 18 months' sight	2 1/16
100s. 21 months' sight	2 1/16
100s. 24 months' sight	2 1/16
100s. 27 months' sight	2 1/16
100s. 30 months' sight	2 1/16
100s. 33 months' sight	2 1/16
100s. 36 months' sight	2 1/16
100s. 39 months' sight	2 1/16
100s. 42 months' sight	2 1/16
100s. 45 months' sight	2 1/16
100s. 48 months' sight	2 1/16
100s. 51 months' sight	2 1/16
100s. 54 months' sight	2 1/16
100s. 57 months' sight	2 1/16
100s. 60 months' sight	2 1/16
100s. 63 months' sight	2 1/16
100s. 66 months' sight	2 1/16
100s. 69 months' sight	2 1/16
100s. 72 months' sight	2 1/16
100s. 75 months' sight	2 1/16
100s. 78 months' sight	2 1/16
100s. 81 months' sight	2 1/16
100s. 84 months' sight	2 1/16
100s. 87 months' sight	2 1/16
100s. 90 months' sight	2 1/16
100s. 93 months' sight	2 1/16
100s. 96 months' sight	2 1/16
100s. 99 months' sight	2 1/16
100s. 102 months' sight	2 1/16
100s. 105 months' sight	2 1/16
100s. 108 months' sight	2 1/16
100s. 111 months' sight	2 1/16
100s. 114 months' sight	2 1/16
100s. 117 months' sight	2 1/16
100s. 120 months' sight	2 1/16

Buying.	
1 months' sight L/C	2 1/16
3 months' sight L/C	2 1/16
6 months' sight L/C	2 1/16
9 months' sight L/C	2 1/16
12 months' sight L/C	2 1/16
15 months' sight L/C	2 1/16
18 months' sight L/C	2 1/16
21 months' sight L/C	2 1/16
24 months' sight L/C	2 1/16
27 months' sight L/C	2 1/16
30 months' sight L/C	2 1/16
33 months' sight L/C	2 1/16
36 months' sight L/C	2 1/16
39 months' sight L/C	2 1/16
42 months' sight L/C	2 1/16
45 months' sight L/C	2 1/16
48 months' sight L/C	2 1/16
51 months' sight L/C	2 1/16
54 months' sight L/C	2 1/16
57 months' sight L/C	2 1/16
60 months' sight L/C	2 1/16
63 months' sight L/C	2 1/16
66 months' sight L/C	2 1/16
69 months' sight L/C	2 1/16
72 months' sight L/C	2 1/16
75 months' sight L/C	2 1/16
78 months' sight L/C	2 1/16
81 months' sight L/C	2 1/16
84 months' sight L/C	2 1/16
87 months' sight L/C	2 1/16
90 months' sight L/C	2 1/16
93 months' sight L/C	2 1/16
96 months' sight L/C	2 1/16
99 months' sight L/C	2 1/16
102 months' sight L/C	2 1/16
105 months' sight L/C	2 1/16
108 months' sight L/C	2 1/16
111 months' sight L/C	2 1/16
114 months' sight L/C	2 1/16
117 months' sight L/C	2 1/16
120 months' sight L/C	2 1/16

OHM QUOTATIONS.	
Today's quotations are as follows:—	
Malwa New	900/00
Old	900/00
Older	900/00
Oldest	900/00
Patna New	882 1/2
Old	882 1/2
Older	882 1/2
Oldest	882 1/2
Persian (Paper)	817 1/2

To-day's Advertisements.

THE CEMENT PLANT advertised for Sale by Public Auction on THURSDAY, the 28th inst. next, will be available for INSPECTION at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, during TO-MORROW AFTERNOON (TUESDAY), the 26th inst.

HUGHES & HOUGH, Auctioneers.
Hongkong, 25th June, 1906. [571]

TENDERS are invited for the SUPPLY OF CAULKERS AND SHOEMAKERS for the period of 12 months commencing 1st July next to H.M. Naval Yard, Hongkong. Forms of Tender can be obtained on application at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on THURSDAY, 28th June, 1906.

P. L. MILLER, Chief Constructor.
Hongkong, 25th June, 1906. [572]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain S. H. Nelson, will be despatched for the above Ports, on SATURDAY, the 30th inst., at 1 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 25th June, 1906. [669]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 27th inst., will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 25th June, 1906. [669]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBORO, LONDON, COLOMBO AND STRAITS.

THE Steamship

"GLEN TURRET"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before P.M., TO-DAY.
Goods not cleared by the 2nd proximo will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.
No claims will be recognized if not presented within 14 days of the ship's arrival.
MCGREGOR BROS. & GOW.
Hongkong, 25th June, 1906. [670]

Intimations.

A SMALL SELECTION FROM THE

ROBINSON PIANO Co.'s

Stock of

GRAMOPHONE RECORDS.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUR
GLASGOW and LIVERPOOL	"ORESTES"	28th June.
GLASGOW and LIVERPOOL	"OANFA"	2nd July.
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "
GLASGOW and LIVERPOOL	"LAERTES"	12th "
GLASGOW and LIVERPOOL	"POLYPHEMUS"	19th "
GLASGOW and LIVERPOOL	"ACHILLES"	26th "
GLASGOW and LIVERPOOL	"DIOMEDES"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	9th "
GLASGOW and LIVERPOOL	"PELEUS"	16th "
GLASGOW and LIVERPOOL	"CHING WO"	23rd "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROTHES"	10th "
LONDON, AMSTERDAM & ANTWERP	"PATROCLOS"	17th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	24th "
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	31st "
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	7th August.
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	14th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	21st "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	28th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	5th July.
	"TELEMACHUS"	4th August.

WESTWARD.

FROM	STEAMERS	DUR
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	12th July.
	"TYDEUS"	15th August.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd June, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, SHANGHAI, NAGASAKI and VLADIVOSTOK	"TAMING"	26th June.
SHANGHAI, NAGASAKI and VLADIVOSTOK	"NANSHANG"	27th "
NINGPO and SHANGHAI	"HOIHOW"	27th "
YOKOHAMA and KOBE	"CHINGTU"	28th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	28th "
SHANGHAI	"SHAOHSING"	1st July.
SHANGHAI	"KIUKIANG"	2nd "
MANILA	"TEAN"	3rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th June, 1906.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA (DIRECT)	SATURDAY, 30th June, at Noon.
RUBI	1540	R. Almond	"	SATURDAY, 7th July at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd June, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ANGLO SAXON"	10th July.
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th June, 1906.

Dentistry.

Dr. M. H. O'HAN.	TSIN TING.
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY, 37, DES VOGES ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 22nd July, 1905.	LATEST METHODS OF DENTISTRY, STUDIO AT NO. 14, D'ARQUILLAN STREET. REASONABLE FEES. Consultation Free. Hongkong, 12th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
ALESIA	YOKOHAMA AND KOBE	3rd July.
SPEZIA	SHANGHAI, YOKOHAMA AND KOBE	9th July.
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.

HOMEWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
* RHENANIA	HAVRE, ANTWERP, BREMEN & HAMBURG, and NAPLES for Landing Passengers, (Calling at SPORE, PENANG & COLOMBO).	10th July.
SCHWARZBURG	HAVRE and HAMBURG, (Calling at SPORE, PENANG & COLOMBO).	24th July.
ALESIA	HAVRE and HAMBURG, (Calling at SPORE, PENANG & COLOMBO).	7th August.
SPEZIA	HAVRE and HAMBURG, (Calling at SPORE, PENANG & COLOMBO).	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG, (Calling at SPORE, PENANG & COLOMBO).	4th Sept.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HANSBURG", s.s. "HOHENSTAUFEN", s.s. "SCANDIA", and s.s. "SILESIA".

COAST SERVICE.

STEAMERS.	TO SAIL
LYEEMOON	SHANGHAI
LYDIA	SHANGHAI AND CHINKIANG
JTHAKA	SHANGHAI AND CHINKIANG
KOWLOON	SHANGHAI AND CHINKIANG

* Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked † to

SIEMSEN & CO.

Hongkong, 25th June, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN, YAMATOW & CHEFOO	"CHIPSUNG"	TUESDAY, 26th June, 4 P.M.
SHANGHAI	"WINGSANG"	TUESDAY, 26th June, 4 P.M.
SOAHOE, PENANG & CALCUTTA	"ONSANG"	WEDNESDAY, 27th June, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 29th June, 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 30th June, Daylight.
SINGAPORE and SOURABAYA	"CHUNSANG"	TUESDAY, 3rd July, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Hong Kong and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 25th June, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	July 14th.
"ARABIA"	4,483	Meizenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 30th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th June, 1906.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENESK,"

Captain J. Rafferty, will be despatched as above, on or about the 10th July.

For Freight and Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 18th June, 1906.

"INDRASAMHA,"

Captain Wilkes, will be despatched as above, on or about the 30th June.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 21st June, 1906.

HONGKONG AVERAGE MARKET PRICES.

Corrected 21st June, 1906. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chaus

Bullock's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kiu

" Feet—Ngau Kerk

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai

" tau-koek

Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chitlings—Chi cheong

" Brains—Chi Know

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Via

" Liver—Chi Kon

Pork, Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pa Kai

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo

Musk Deer—Wong Keong

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

" Hoihow—Hoihow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chui

Turkeys, Cock—Fo Kai Kung

" Hen—Na

Wild Ducks, Shanghai, Sui-ap

Teal, Shanghai, Sui Ap Chai

Wild Ducks Canton—Sang Shing Sui

" Ap

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hai

Cattle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tit Tu Sa

Eels, Congor—Hai Man Yu

" Fresh water—Tam Sui Yu

" Yellow—Wong Si

Frogs—Tien Kai

Geruppa—Sek Pan

Gudgeon—Pak Kup Yu

Herring—Tso Pak

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobster—Lung Ha

Mackerel—Chi Yu

Monk Fish—Mon Yu

Mullet—Chai Yu

Oysters—Sang Hoo

Parrotfish—Kai Kung Yu

Perch—Tau Loo

Pike—Fa Paw Poong

Plaice—Pan Yu

Pomfret, Black—Hak Chong

Pouflet, White—Pak Chong

Prawn—Ming Ha

Ray—Pei Fa Sa

Rock Fish—Sek Kau Kung

Roach—Chan Yu

Salmon, (Cton), fresh water—Ma Yau

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Sole—Tat Sa Yu

Tench—Wan Yu

Turbot—Cho How Yu

Turtles, small, fresh water—Kook Yu

White Bait—Ngau Yu Chai

FRUITS.

Almond—Hung Yan

Apples, (California)—Kam San Ping

" Ko

" (Chefoo)—Tin Chun Ping

" Ko

" Small—Hoi Tong

" Custard—Fan Lai Chi

Bananas, (import), Canton—Sang Sheng

" Heung Chiu

" (br

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "OCEANEN,"
Captain Couret, will be despatched for
MARSEILLES TO-MORROW, the 26th
June, at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. Sydney bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. TOURANE 10th July.
S.S. TONKIN 24th July.
S.S. ARMAND BEHC 7th August.
S.S. ERNEST SIMONS 21st August.
S.S. POLYNESIE 4th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th June, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
EGYPT AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN AND SOUTH AFRICAN PORTS.)

THE Steamship:

"ARCADIA,"

Captain W.W. Cooke, R.M.R., carrying His
Majesty's Mails, will be despatched from this
for MARSEILLES and LONDON DIRECT,
on SATURDAY, the 30th June, at Noon,
taking Passengers and Cargo for the above
Ports.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th June, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJIB, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Lyra	4,417	G. V. Williams	3rd July
Shawmut	9,606	E. V. Roberts	27th July
Tremont	9,606	T. W. Garlick	23rd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th May, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:

Steamship About

"LOWTHER CASTLE" 25th July.

"SAINT EGBERT" To follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 23rd June, 1906.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS
AND DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON AND BEEF, at
Moderate Prices.

Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

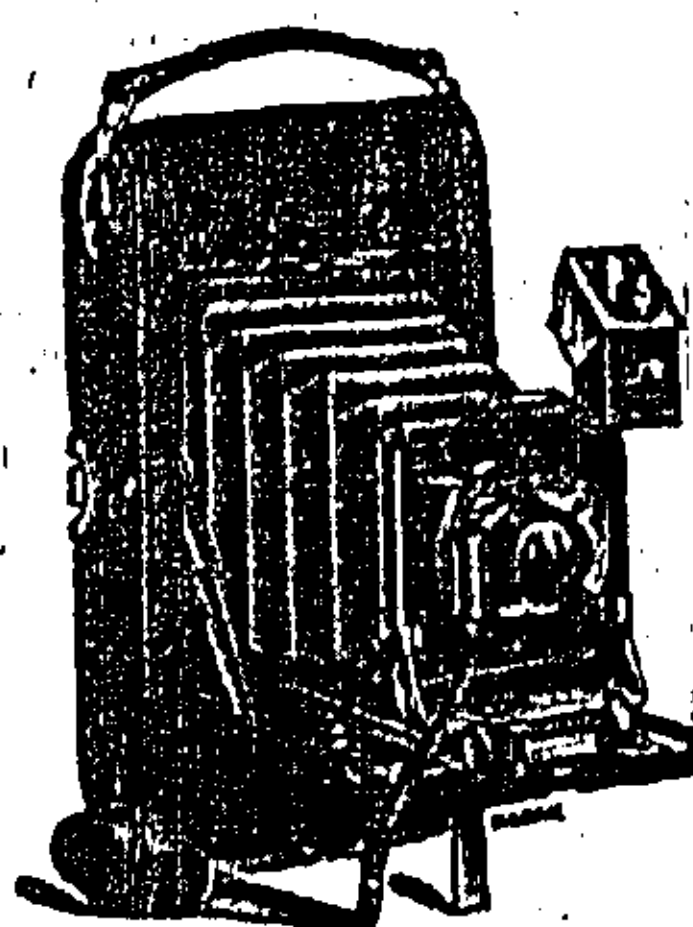
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 236

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1901

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. B. S. KAPOORIE & Co. Collected to 1905									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PREVAILING QUOTATION.	CLOSING QUOTATIONS.	
BANKS.									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$500,000 \$100,000 \$12,735 \$150,000	\$1,099,777	{ £1 15/- div. and £1 bonus @ ex. 2/10/15 } = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$8 1/2 buyers (London £92 1/2- \$38	
National Bank of China, Limited	99,925	£7	£5		\$74,099	\$2 (London 3/6) for 1903			
MARINE INSURANCES.									
Antion Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$35 1/2 sellers	
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$331,131 \$153,814 \$169,279 \$800,000 \$61,278 \$15,527	\$2,742,271	Interim div. of \$3 1/2 for 1905	4 1/2 %	18 1/2	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$229,488 \$2,618 \$1,210,928	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20		\$344,058	\$6 for 1904	7 %	18 1/2	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$422,618	\$25 for 1904	8 %	\$305 buyers	
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,038 \$88,941 \$250,000 \$600,000 \$154,337 \$120,000 \$24,150 \$3,999	36,563	\$1 1/2 for 1905	7 1/2 %	\$20 1/2	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$88,941 \$250,000 \$600,000 \$154,337 \$120,000 \$24,150 \$3,999	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$41 buyers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$154,337 \$120,000 \$24,150 \$3,999	\$24,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$26	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$241,150 \$3,999 \$1,000,000 Tls. 20,000 Tls. 40,000 Tls. 80,000 Tls. 160,000 Tls. 320,000 Tls. 640,000 Tls. 1,280,000 Tls. 2,560,000 Tls. 5,120,000 Tls. 10,240,000 Tls. 20,480,000 Tls. 40,960,000 Tls. 81,920,000 Tls. 163,840,000 Tls. 327,680,000 Tls. 655,360,000 Tls. 1,310,720,000 Tls. 2,621,440,000 Tls. 5,242,880,000 Tls. 10,485,760,000 Tls. 20,971,520,000 Tls. 41,943,040,000 Tls. 83,886,080,000 Tls. 167,772,160,000 Tls. 335,544,320,000 Tls. 671,088,640,000 Tls. 1,342,177,280,000 Tls. 2,684,354,560,000 Tls. 5,368,709,120,000 Tls. 10,737,418,240,000 Tls. 21,474,836,480,000 Tls. 42,949,672,960,000 Tls. 85,899,345,920,000 Tls. 171,798,691,840,000 Tls. 343,597,383,680,000 Tls. 687,194,767,360,000 Tls. 1,374,389,534,720,000 Tls. 2,748,779,069,440,000 Tls. 5,497,558,138,880,000 Tls. 10,995,116,277,760,000 Tls. 21,990,232,555,520,000 Tls. 43,980,465,111,040,000 Tls. 87,960,930,222,080,000 Tls. 175,921,860,444,160,000 Tls. 351,843,720,888,320,000 Tls. 703,687,441,776,640,000 Tls. 1,407,374,883,553,280,000 Tls. 2,814,749,767,106,560,000 Tls. 5,629,499,534,213,120,000 Tls. 11,258,999,068,426,240,000 Tls. 22,517,998,136,852,480,000 Tls. 45,035,996,273,704,960,000 Tls. 90,071,992,547,409,920,000 Tls. 180,143,985,094,819,840,000 Tls. 360,287,970,189,639,680,000 Tls. 720,575,940,379,279,360,000 Tls. 1,441,151,880,758,558,720,000 Tls. 2,882,303,761,517,117,440,000 Tls. 5,764,607,523,034,234,880,000 Tls. 11,529,215,046,068,469,760,000 Tls. 23,058,430,092,136,939,520,000 Tls. 46,116,860,184,273,879,040,000 Tls. 92,233,720,368,547,758,080,000 Tls. 184,467,440,737,095,516,160,000 Tls. 368,934,881,474,191,032,320,000 Tls. 737,869,762,948,382,064,640,000 Tls. 1,475,739,525,896,764,129,280,000 Tls. 2,951,479,051,793,528,258,560,000 Tls. 5,902,958,103,587,056,517,120,000 Tls. 11,805,916,207,174,113,034,240,000 Tls. 23,611,832,414,348,226,068,480,000 Tls. 47,223,664,828,696,452,136,960,000 Tls. 94,447,329,657,392,904,273,920,000 Tls. 188,894,659,314,785,808,547,840,000 Tls. 377,789,318,629,571,617,095,695,680,000 Tls. 755,578,637,259,143,234,191,391,360,000 Tls. 1,511,157,274,518,286,468,382,782,720,000 Tls. 3,022,314,549,036,572,936,765,565,440,000 Tls. 6,044,629,098,073,145,873,531,130,880,000 Tls. 12,089,258,196,146,291,747,062,261,760,000 Tls. 24,178,516,392,292,583,494,024,523,520,000 Tls. 48,357,032,784,585,166,988,849,047,040,000 Tls. 96,714,065,569,170,333,977,698,094,080,000 Tls. 193,428,131,138,340,667,955,396,188,160,000 Tls. 386,856,262,276,681,335,910,792,376,320,000 Tls. 773,712,524,553,362,671,821,584,752,640,000 Tls. 1,547,425,049,106,725,343,643,169,505,280,000 Tls. 3,094,850,098,213,450,687,287,319,010,560,000 Tls. 6,189,700,196,426,901,374,574,638,021,120,000 Tls. 12,379,400,392,853,802,749,149,276,242,240,000 Tls. 24,758,800,785,707,605,498,298,544,484,480,000 Tls. 49,517,601,571,415,210,996,597,088,968,960,000 Tls. 99,035,203,142,830,421,993,194,177,937,936,000 Tls. 198,070,406,285,660,843,986,388,355,875,872,000 Tls. 396,140,812,571,321,687,972,776,711,751,744,000 Tls. 792,281,625,142,643,375,945,553,423,503,488,000 Tls. 1,584,563,250,285,286,751,891,106,946,976,976,000 Tls. 3,169,126,500,570,573,503,782,213,893,953,952,000 Tls. 6,338,253,001,141,146,307,566,427,787,907,904,000 Tls. 12,676,506,002,282,292,615,132,954,775,815,808,000 Tls. 25,353,012,004,564,585,230,265,909,551,631,616,000 Tls. 50,706,024,009,129,170,460,521,811,803,263,232,000 Tls. 101,412,048,018,258,340,921,043,602,606,464,464,000 Tls. 202,824,096,036,516,681,842,087,205,212,928,928,000 Tls. 405,648,192,073,033,363,683,764,410,425,857,856,000 Tls. 811,296,384,146,066,727,367,528,820,851,715,712,000 Tls. 1,622,592,768,292,133,454,735,057,641,703,423,424,000 Tls. 3,245,185,536,584,266,909,470,114,406,846,848,000 Tls. 6,490,371,073,168,533,818,940,228,813,693,696,000 Tls. 12,980,742,146,337,067,637,880,457,627,387,392,000 Tls. 25,961,484,292,674,135,275,761,915,254,774,784,000 Tls. 51,922,968,585,348,270,551,523,830,509,548,568,000 Tls. 103,845,937,170,696,541,103,047,661,019,097,137,136,000 Tls. 207,691,874,341,393,082,206,094,322,038,174,274,272,000 Tls. 415,383,748,682,786,164,412,188,644,048,548,544,000 Tls. 830,767,497,365,572,328,824,377,288,097,097,088,000 Tls. 1,661,534,994,731,144,657,648,754,576,194,194,176,000 Tls. 3,323,069,989,462,289,315,297,509,148,388,388,352,000 Tls. 6,646,139,978,924,578,630,594,018,776,776,764,000 Tls. 13,292,279,957,849,157,261,188,037,553,553,528,000 Tls. 26,584,559,915,698,314,522,376,074,107,107,056,000 Tls. 53,169,119,831,396,629,044,752,214,214,214,000 Tls. 106,338,239,662,793,258,088,504,428,428,428,000 Tls. 212,676,479,325,586,516,117,008,856,856,856,000 Tls. 425,352,958,651,173,032,234,171,713,713,713,000 Tls. 850,705,917,302,346,064,468,343,427,427,427,000 Tls. 1,701,411,834,604,692,136,936,686,854,854,854,000 Tls. 3,402,823,669,209,384,273,873,372,709,709,709,000 Tls. 6,805,647,338,418,768,547,746,746,746,746,000 Tls. 13,611,294,676,837,537,095,493,493,493,493,000 Tls. 27,222,589,353,675,074,186,986,986,986,986,000 Tls. 54,445,178,707,350,372,373,973,973,973,973,000 Tls. 108,890,357,414,700,744,747,947,947,947,947,000 Tls. 217,780,714,829,401,489,495,895,895,895,895,000 Tls. 435,561,429,658,802,978,991,791,791,791,791,000 Tls. 871,122,859,317,605,957,983,583,583,583,583,000 Tls. 1,742,245,718,635,211,915,967,167,167,167,167,000 Tls. 3,484,491,437,270,423,831,934,334,334,334,334,000 Tls. 6,968,982,874,540,847,663,868,668,668,668,000 Tls. 13,937,965,749,081,695,327,737,737,737,737,000 Tls. 27,875,931,498,163,390,654,475,475,475,475,000 Tls. 55,751,862,996,326,780,130,950,950,950,950,000 Tls. 111,503,725,992,653,560,261,900,900,900,900,000 Tls. 223,007,451,985,307,120,523,800,800,800,800,000 Tls. 446,014,903,970,614,241,047,600,600,600,600,000 Tls. 892,029,807,941,228,482,094,200,200,200,200,000 Tls. 1,784,059,615,882,456,964,188,400,400,400,400,000 Tls. 3,568,119,231,764,913,928,376,800,800,800,800,000 Tls. 7,136,238,463,529,827,856,752,600,600,600,600,000 Tls. 14,272,476,927,057,715,713,504,000,400,400,400,000 Tls. 28,544,953,854,115,427,008,000,800,800,800,800,000 Tls. 57,089,907,708,230,854,016,000,600,600,600,600,000 Tls. 114,179,815,416,461,708,032,000,400,400,400,400,000 Tls. 228,359,630,832,923,416,064,000,200,200,200,200,000 Tls. 456,719,261,665,846,832,128,000,100,100,100,100,000 Tls. 913,438,523,331,693,664,256,000,50,50,50,50,000 Tls. 1,826,877,046,663,387,328,512,000,25,25,25,25,000 Tls. 3,653,754,093,326,774,656,102,000,12,12,12,12,000 Tls. 7,307,508,186,653,549,312,204,000,6,6,6,6,000 Tls. 14,615,016,373,307,098,624,408,000,3,3,3,3,000 Tls. 29,230,032,746,614,197,248,816,000,1,1,1,1,000 Tls. 58,460,065,493,228,394,496,163,000,0,0,0,0,000 Tls. 116,920,130,986,456,788,992,326,000,0,0,0,0,000 Tls. 233,840,261,972,913,577,984,652,000,0,0,0,0,000 Tls. 467,680,523,945,827,155,968,130,000,0,0,0,0,000 Tls. 935,361,047,891,654,311,936,260,000,0,0,0,0,000 Tls. 1,870,722,095,783,308,623,872,520,000,0,0,0,0,000 Tls. 3,741,444,191,566,617,247,744,104,000,0,0,0,0,000 Tls. 7,482,888,383,133,234,494,488,208,000,0,0,0,0,000 Tls. 14,965,776,766,266,468,988,976,416,000,0,0,0,0,000 Tls. 29,931,553,532,532,937,977,952,832,000,0,0,0,0,000 Tls. 59,863,107,064,064,875,955,904,166,000,0,0,0,0,000 Tls. 119,726,214,128,128,751,911,808,332,000,0,0,0,0,000 Tls. 239,452,428,256,256,503,823,616,664,000,0,0,0,0,000 Tls. 478,904,856,512,512,100,646,232,132,800,000,0,0,0,0,000 Tls. 957,809,713,024,024,201,292,464,265,600,000,0,0,0,0,000 Tls. 1,915,619,426,048,048,402,584,928,531,200,000,0,0,0,0,000 Tls. 3,831,238,852,096,096,805,168,185,662,400,000,0,0,0,0,000 Tls. 7,662,477,704,192,192,161,336,371,324,800,000,0,0,0,0,000 Tls. 15,324,955,408,384,384,322,672,742,648,000,0,0,0,0,000 Tls. 30,649,910,816,768,768,645,344,148,496,000,0,0,0,0,000 Tls. 61,299,821,633,537,537,128,688,296,992,000,0,0,0,0,000 Tls. 122,599,643,267,075,075,257,376,593,984,000,0,0,0,0,000 Tls. 245,199,286,534,150,150,514,752,117,984,000,0,0,0,0,000 Tls. 490,398,573,068,300,300,102,904,235,968,000,0,0,0,0,000 Tls. 980,797,146,136,600,600,205,808,471,936,000,0,0,0,0,000 Tls. 1,961,594,292,272,120,120,411,616,943,872,000,0,0,0,0,000 Tls. 3,923,188,584,544,240,240,823,232,188,744,000,0,0,0,0,000 Tls. 7,846,377,169,088,480,480,164,464,377,488,000,0,0,0,0,000 Tls. 15,692,754,338,176,960,960,328,928,754,976,000,0,0,0,0,000 Tls. 31,385,508,676,353,920,1,920,657,856,151,952,000,0,0,0,0,000 Tls. 62,771,017,352,707,840,3,840,131,712,303,904,000,0,0,0,0,000 Tls. 125,542,034,705,415,680,7,680,263,424,607,808,000,0,0,0,0,000 Tls. 251,084,069,410,831,360,15,360,526,848,121,616,000,0,0,0,0,000 Tls. 502,168,138,821,662,720,30,720,1,053,696,243,232,000,0,0,0,0,000 Tls. 1,004,336,277,643,324,144,61,440,2,107,392,486,464,000,0,0,0,0,000 Tls. 2,008,672,555,286,648,288,122,880,4,214,784,972,928,000,0,0,0,0,000 Tls. 4,017,345,110,573,296,576,245,760,8,429,568,1,945,856,000,0,0,0,0,000 Tls. 8,034,690,221,146,592,1,152,491,16,859,1,111,712,3,891,712,000,0,0,0,0,000 Tls. 16,069,380,442,293,1,838,982,33,718,2,222,1,423,7,183,7,184,000,0,0,0,0,000 Tls. 32,138,760,884,586,3,677,964,67,436,4,444,2,846,14,366,14,368,000,0,0,0,0,000 Tls. 64,277,521,769,173,7,355,928,134,872,8,888,5,692,28,732,28,736,000,0,0,0,0,000 Tls. 128,555,043,538,346,14,711,856,269,744,17,776,11,384,57,464,57,472,000,0,0,0,0,000 Tls. 257,110,087,076,692,29,423,712,539,488,35,552,22,768,113,928,113,944,000,0,0,0,0,000 Tls. 514,220,174,152,138,58,846,1,078,976,71,106,45,536,22,768,227,856,227,872,000,0,0,0,0,000 Tls. 1,028,440,348,304,276,1,177,192,2,157,952,142,212,91,072,45,536,455,712,455,744,000,0,0,0,0,000 Tls. 2,056,880,696,608,552,2,354,384,4,314,904,284,424,182,142,91,072,911,424,911,488,000,0,0,0,0,000 Tls. 4,113,761,393,216,1,107,192,8,628,808,568,848,364,284,182,142,91,072,1,822,848,1,822,976,000,0,0,0,0,000 Tls. 8,227,522,786,432,2,214,384,17,256,1,616,1,136,728,364,182,142,91,072,3,645,696,3,645,952,000,0,0,0,0,000 Tls. 16,455,045,572,864,4,428,768,34,512,3,232,2,272,1,456,728,364,182,142,91,072,7,291,392,7,291,904,000,0,0,0,0,000 Tls. 32,910,091,145,728,8,856,1,536,6,464,4,464,2,912,1,456,728,364,182,142,91,072,14,582,784,14,582,1,808,000,0,0,0,0,000 Tls. 65,820,182,291,456,1,772,3,072,12,928,8,928,5,824,2,912,1,456,728,364,182,142,91,072,29,164,15,872,29,164,3,616,000,0,0,0,0,000 Tls. 131,640,364,582,912,3,544,6,144,25,856,17,856,11,648,5,824,2,912,1,456,728,364,182,142,91,072,58,328,31,744,58,328,7,232,000,0,0,0,0,000 Tls. 263,280,728,1,164,7,288,51,712,35,712,23,296,11,648,5,824,2,912,1,456,728,364,182,142,91,072,116,656,63,488,116,656,14,464,000,0,0,0,0,000 Tls. 526,561,456,2					